

home I've had for fifty years—and I am—almost—fond of it. "They," and he turned to the barred cells confining the convicts, murderers, robbers, "they

are the only folks I know."

And a film of tears spread across his brown, kindly eyes, at the thought of being a free man, to go where and when he wished.

SMUGGLING CHINAMEN IS A REGULAR BUSINESS

San Diego, Cal., July 8.—When Gen. Tasker H. Bliss, commanding the department of California, U. S. A., was in San Diego last year, during the disturbances in Lower California, he was asked by an ambitious "war correspondent" how he found conditions at the border.

"Conditions there are normal," the general replied, "including the usual smuggling. And the whole United States army couldn't stop that."

Bliss was in a position to know of the activities of that ring of outlaws who make a living from the "underground railroad" of the Pacific coast, and the general is not given to exaggeration.

There are at present more smugglers engaged in the traffic of smuggling Chinamen into the United States than the public realizes. The yellow men are brought by land and sea, the latter route being more popular at present. Few weeks pass by that there are not captures of the Chinese, or evidence found of their entrance into this country.

Recently a party of starving celestials were discovered on the northern coast of California, having been abandoned and left to die by the smugglers. It has not been long since the launch Com-

rade, 25 Chinese aboard, was discovered at Monterey, the Morning Star in San Francisco bay and the Earl K. in Half Moon bay. San Diegans still tell of the many times fishing boats have been encountered off Point Loma, their occupants calmly fishing, while struggling Chinese gasped and spluttered in the cold waters of the Pacific, the fishermen meanwhile disclaiming all knowledge of how the Orientals came there.

Chinese pay from \$250 to \$500, and even higher, to be smuggled into the United States. They are usually taken to Mexico, then carried overland across the border, or taken in relays by the water route. Usually the first relay lands them on same barren islands, off the main land. From there they are taken by other boats to the shore. Pilots of these boats wait for signals before landing their human cargo. Three white flashes may mean all is well. Two red flashes mean to stand out to sea for a time, or seek another landing place previously agreed upon.

Often when the Chinese are taken aboard the boats, heavy weights are tied to their feet. In case the immigration men suddenly appear, they can be thrown overboard, for they are valued at